(घ) और (ङ) जी हां। वित्त घोषणा की अनुमोदित प्रणाली के अनुसार, 1740 करोड़ रु० की राशि महापत्तनों, अंतर-निगम ऋणों और प्रचोक्ताओं के आंतरिक संसाधनों में से जुटाई जाएगी। शेष 1244 करोड़ रु० की राशि बजटीय सहायता के माध्यम से उपलब्ध होने की आशा है जिसमें लगभग 946 करोड़ रु० का विदेशी मुद्रा अंश भी शामिल है।

Improvement of Reads

6317. PROF. VIJAY KUMAR MALHOTRA: Will the Minister of SURFACE TRANSPORT be pleased to.state:

(a) whether Government are considering to give a new shape to roads and develop a new road policy; and

(b) if so, the details thereof and the reasons for devising such a policy?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) In view of constraint of budgetary resources, the Government is contemplating to invite private sector participation for development of National Highways. Under the scheme, the private entrepreneurs will be asked to develop a highway facility from their own resources and will be granted permission to collect fees from the user for a specified period whereafter the facility will revert to the Government.

Demurrage to Ship Owners

6318. SHRI V. NARAYANASAMY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) how much foreign exchange has been paid in the financial^years 1992-93, 1993-94 and 1994-95 as demurrage (waiting cost) to ship owners, Indian or foreign, for ships waiting to discharge/pick up dry cargo for import and export at ports in India; and

(b) how much of this demurrage was paid specifically for the import of fertilisers in the same financial years?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANS PORT (SHRI JAGDISH TYTLER): (a) and (b) The ports do not pay demurrage or waiting cost to ship owners for ships waiting to discharge/pick up dry cargo at ports; nor do the ports charge demurrage on such ships. The charges towards ships' waiting cost, if any, are being paid by the importers/exporters to the ships owners or their agents directly without inolving the ports in any manner. Such charges, as' a normal practice, are included either in the freight and incidental charges or in the terms and conditions of the charter party agreements between the shippers and the shipping lines concerned.

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The majority ©f the importers/exporters, particularly after liberalisation and decontrol of many commodities by the Government, are private parties. Therefore, no statistics are being maintained about the monies paid by one private party to another; nor would it be practicable in view of the fact that thousands of importers/exporters are dealing in multitudes of products/commodities, through shipping lines the world over, at various minor and major ports in India.

Development of Rewa Board in Muzaffarpur

6319. SHRI RAJNI RANJAN SAHU: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the participation of the Ministry of Surface Transport in the development of the REWA board of Muzaffarpur District of Bihar, which has been taken over by Japan for improvement as Budhist Centre at Vaishali?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): The Central Government is primarily responsible for development and maintenance of National Highways in the country and all roads other than National Highways is essentially the responsibility of the concerned State, Presumably the